

THE REPUBLIC.

WASHINGTON:

THURSDAY MORNING, AUG. 25, 1853.

Georgia Elections.

We look with much interest to the result of this election. It is a test of the popular capacity to renounce the shackles of party and select their representatives upon the just basis of personal competency, and the adaptation of political principle to the promotion of popular welfare.

The Georgia organization as we understand it is emphatically republican; it neither endorses the Executive supremacy of the Democrats, nor the consolidation of the Federalists. It does not deem it the interest of the State that the General Government should construct and own all the works of internal improvement within the States; nor does it deem it a patriotic obligation upon the people of Georgia to advocate an increase of duties for the nurture of a local interest, when the climate, raw material, and position of Georgia, are in themselves a protection adequate to the support of any manufactures by hand or machinery which may be established in that State. The republican organization of Georgia does not advocate a restoration of the ancient fiscal connexion between the Federal Government and a National Bank, because, as the constitutionality of such an institution depended upon its necessity, there is no longer any propriety in adding to the powers of the Government or the patronage of the Executive.

It is impossible to predict the result of this attempt at political reform. Those who own their positions entirely to their connexion with party, are of course indignant, or apprehensive of the result. We note, as a good effect of this new division, that some of the most vehement advocates of Disunion three years ago, are now reproaching the Republicans with designing to revive the sectional dispute now so happily adjusted.

Somewhat we have been inclined to connect the rumored appointment of the Hon. HOWELL COBB, as Minister to France, with the politics of Georgia. Certainly nothing could better consolidate the Democracy of Georgia than the nomination of that gentleman, and in this view we have been inclined to consider the republican organization of Georgia so formidable as to render some such measure necessary to Democratic success.

Reciprocal Trade with the Colonies.

Reciprocal free trade, or a more free intercourse and exchange of products than there is at present between the United States and the British North American colonies, is much desired by the colonists and by the mother country, and is one of the chief, if not the chief subject of the present negotiations between the two countries. If the advantages, immediate and prospective, are to be reciprocal; and if to settle the perplexing question of the fisheries and to promote the interest of our fishermen, we are not required to sacrifice greater interests and more important objects, we shall be glad to meet our colonial neighbors on equitable terms in establishing more freedom of communication and trade.

Frequently the advocates of free trade, carried away by the cosmopolitan and liberalizing spirit of the age, lose sight of special circumstances and patriotism, and push their doctrines to an extreme both unreasonable and destructive. On the other hand, rigid conservatives and protectionists, not comprehending the march and necessities of events and true welfare of the country, too often remain fixed while all is change, and life, and activity around them. They too often injure or destroy one interest or more for another and a less important one. In the present case of our relations with the colonies no abstract principles of free trade or protection are applicable. The question is simply one of expediency, to be calculated, taking all the circumstances into account, as a matter of profit or loss. Is it better to have unrestricted free trade with the colonies or not? If not, to what extent should we relax our present system? And what should we insist upon as a fair equivalent for what we give? Here is the whole question.

But, to take this subject in all its bearings, to examine all the circumstances, and to decide wisely, will call forth all the statesmanship of the Secretary of State. The proposition is simple enough; but to produce facts and arguments to determine it is difficult. A rapidly-growing empire, under the supreme government of our great commercial rival, flanks our Eastern States, divides the interior seas with us, and stretches its territory parallel with our own from the Atlantic to the Pacific, and there rests upon one of the richest and most magnificent islands in the world, projecting into the latitude of the United States, and commanding the entrance to that network of splendid harbors within the strait of Juan de Fuca, where will shortly be the commercial emporium of the Pacific and the Eastern world. This embry empire holds the great natural outlet of the Lakes, the noble river St. Lawrence, and the nearest harbors in America to the European continent. In the productions and quality of the soil it is not surpassed by the border States of this Union; while in the productions of the forest and of the sea it is unequalled—at least on the eastern side of the continent. The people are to a great extent of the same race as ourselves and speak the same language. Immigration, amalgamation of races, and material developments keep pace relatively with our own astonishing progress. Hardy, industrious, and enterprising, the colonists imitate and rival us in the way of progress; while along the immediate border of British North America and the United States the people under each government mix and trade, and change their residence from one side to the other to such a degree that it would be difficult to say to which nation they belong. Their sympathies are, however, with the superior institutions and people of this great Republic. When we look at these things, and at the rapid concentration of population on such a vast extent

of our boundary, and at the railroads and canals, and telegraphs, which stretch from the States into the colonies, and from the colonies into the States, intersecting and uniting every section, we must see the importance of cultivating the most friendly relations, and of having the most free commercial and social intercourse consistent with our interest.

The limits of a newspaper article will not admit of a discussion of all the points bearing upon the subject of our commercial relations with the colonies. All we can do is to draw attention to it by submitting facts, and by laying down those principles which ought to govern in the case. Based upon such considerations, it is the duty of the Executive Government and our legislators to perfect the details.

As to the lake trade, Mr. ANDREWS in his valuable report justly observes that the growth has been so extraordinary and rapid that but few persons are cognizant of its present extent and value. "In 1841 the gross amount was sixty-five millions of dollars; in 1846 it had increased to one hundred and twenty-five millions; in 1848 to one hundred and eighty-six millions, and in 1851 to three hundred and fourteen millions." "And these estimates do not include the value of the property constantly changing hands, nor has any notice been taken of the cost of vessels, or the profits of the passenger trade." To show to what extent the Canadas contributed to and participated in this trade, we may notice that the relative tonnage entered and cleared in 1851, under the American and British flags, was: American, entered 1,013,275 tons, cleared 927,013; British, entered 514,383 tons, cleared 516,883. The ratio of increase has been much in favor of the United States; and they must go on predominating in that trade. Still, Canada continues to advance with no lagging steps, and has secured an important share in the commerce of the lakes. This great internal trade is the feeder of an extensive external commerce. A very large amount of it passes by the Erie canal and other artificial outlets to the American Atlantic ports.

The trade with the colonies by sea has also become of vast importance. In 1830 the tonnage inward from the United States was—British, 20,755 tons; American, 54,633 tons; total 75,388 tons. In 1850 it was—British, 972,327 tons; American, 994,808 tons; total 1,967,135 tons. There is no doubt but this large increase is owing chiefly to the removal of restrictions which had heretofore embarrassed commerce. As the freedom of trade was enlarged tonnage increased. Though these figures show an extraordinary and rapidly-increasing commerce, worthy the serious attention of the country, Mr. ANDREWS, from whom we take the above statistics, justly observes that:

"It is well known that in many instances colonial produce is entered at prices much below its real value; and on the northeastern and northwestern frontiers of the United States there is even an active barter trade carried on with the neighboring colonies, of which no account can be taken by the public officers on either side. It is therefore perfectly within bounds to estimate the entire exports of the United States to the British North American colonies as now amounting to eighteen millions of dollars annually."

With respect to reciprocal free trade, we quote the following observations as applicable and well expressed:

"It is universally admitted that it would be much better to place this border trade on a different basis, and under the influence of a higher principle. This would enable us to mature and perfect a complete system of mutual exchanges between the different sections of this vast continent; an achievement not only wise and advantageous, but worthy of our high civilization."

"It has been remarked, by a learned writer, (Lord Lauderdale, on Public Wealth,) that those trades may be esteemed good which consume our products and manufactures, upon which the value of our land and the employment of our poor depend; that increase our seamen and navigation, upon which our strength depends; that supply us with such commodities as we absolutely want for carrying on our trade, or for our safety, or carry out more than they bring in, upon which our riches depend."

"The trade with the colonies fulfils all these considerations. It takes from us largely of those products and manufactures which enhance the value of our soil, and give profitable employment to the labor of our people. It greatly increases our ships and the numbers of our seamen, giving us the means of maintaining our navy, and adding materially to our strength as a nation. It supplies us cheaply with those commodities we absolutely require for conducting our foreign trade, and supplying the necessities of home consumption. And lastly, it carries out infinitely more than it brings in, and so adds vastly to our individual and national riches."

"The first proposition for reciprocal free trade was confined to Canada alone, and limited to certain natural products of either country; but the question has since taken a wider range. It is now believed that an arrangement can be effected and carried out for the free interchange between the United States and the colonies of all the products of either, whether of agriculture, of mines, of the forest, or of the sea, in connexion with an agreement for the free navigation of the rivers St. Lawrence and St. John, the concession of a concurrent right with British subjects to the sea fisheries near the shores of the colonies, and the remission of the export duty levied in New Brunswick on timber and lumber cut within the limits of the United States, and floated down the river St. John, for shipment to American ports."

"The free navigation of the St. Lawrence was a prominent subject of discussion during the administration of John Quincy Adams. At this time it is greatly desired by all those western States bordering on the great lakes, as their natural outlet to the sea."

"The free navigation of the St. John has been rendered absolutely necessary by the provisions of the treaty of Washington, and it would be of great advantage to the extensive lumber interest in the northeastern portion of the Union. The repeal of the export duty on American lumber floated down the St. John to the sea would be but an act of justice to the lumbermen of that quarter, upon whom it now presses severely, and who have strong claims to the consideration of the Government."

"At present there are no products of the colonial mines exported to the United States, except a small quantity of coal from New Brunswick, and a larger quantity from the coal fields of Nova

Scotia and Cape Breton. A notice of these coal fields, and a statement of the quantity of coals exported from them to the United States, will be found under the head of Nova Scotia."

"A free participation in the sea fisheries near the shores of the colonies is regarded as the just prescriptive privilege of our fishermen. Without such participation, our deep-sea fisheries in that region will become valueless."

"In connexion with the right to land and cure fish on the shores of the gulf, the free navigation of the river St. Lawrence becomes a matter of much importance."

"The fish caught by our fishermen in the gulf, instead of being sent by the long and dangerous voyage around Nova Scotia, in order to reach some port in the Union from whence to be sent into the interior, might, when ready for market, be shipped in our own vessels from the fishing stations on the coast, and these vessels proceeding up the St. Lawrence, might reach any or all the ports or places on the great lakes, where a supply of sea-fish is highly prized."

"The numerous and constantly-increasing body of consumers in the Great West, even to its remotest extremity, would thus be furnished with good fish at reasonable rates, caught and cured by our own hardy fishermen, and transported in our own vessels."

We need not fear the rivalry of the colonies. In the proportion that we stimulate them we are benefited ourselves. The farmer of western New York or Pennsylvania will not be injured, while the manufacturing, commercial, and fishing interests will be all promoted. Not the colonies but the mother country we must watch. England will want concessions giving her maritime advantages to enable her to keep up in the race for the commercial supremacy of the seas. This we cannot do. She will seek it probably under cover of her colonies, but her policy would be understood and defeated.

Important Colonization Scheme.

A communication which appears in the New York Evening Post, signed Lewis H. Putnam, states that a plan has been formed for the settlement of thirty-one rural districts in the territory of the republic of Liberia, by the thirty-one States of the American Union. It is proposed to settle three hundred families in each district, each family having a farm of its own, making, in all, an aggregate of nine thousand three hundred farms, and about forty-six thousand five hundred inhabitants. It is proposed that each State shall undertake the settlement of one of these districts, and for this purpose the executive of such State shall appoint a board of commissioners to supply every family of emigrants with the means of earning its support in compliance with the principles embodied in the plan. As will be remembered by our readers, the Virginia Legislature, at its last annual session, appropriated \$200,000 for this purpose, and authorized the Governor of the State to appoint a board of commissioners, thus taking the initiative in carrying out this comprehensive scheme of colonization.

Whether any similar action has been had in other States we are not informed, but it seems that the details of this plan were published on the first of December, 1852, and copies of the publication sent to the Legislatures of Maryland, Ohio, and Indiana, in addition to that of Virginia. The communication above spoken of is now published, to ask the co-operation of the several States of the Union in this great work. \$25,000 remitted to the government of Liberia will enable it to organize a board of commissioners to begin the work of supplying emigrants with farms, without any reference to the place of their nativity, but simply as citizens of the republic. An experiment has already been made by the New York Colonization Society and the Liberia Agricultural Association to establish sixty farms on a plan similar to the above, and with perfect success. There is no doubt a fine field for such benevolent enterprises in Liberia, and the spirit displayed by the proposal of these plans deserves liberal support and encouragement.

DEGREE CONFERRED.—The honorary degree of LL. D. was conferred on FRANKLIN PIERCE by the Norwich University, Vermont, at its late commencement. General Pierce is one of the trustees of the University.

LOSS OF THE STEAMER MONUMENTAL CITY.—The steamer Arabia brings accounts of the total wreck of the steamer Monumental City, on her passage from Port Philip to Sidney, on the 15th of May, with a reported loss of some thirty lives. She sailed not long since from San Francisco, and belonged to Messrs. Robert Garrett & Sons, of Baltimore. She was valued at \$100,000; but was only insured for \$50,000.

DEATH OF A MINISTER.—The Rev. Henry Tarring, of the Baltimore Annual Conference of the Methodist Episcopal Church, died in Baltimore on the 23d instant. Mr. T. was for a long time stationed in this city, at the Foundry Church, and was also in Georgetown, we believe, for several years.

RELIEF IN RICHMOND (VA.) FOR THE NEW ORLEANS SUFFERERS.—At a meeting held in Richmond on Tuesday night, in pursuance of a call by the Mayor, \$1,044 was collected for the relief of the suffering at New Orleans. Committees to solicit further contributions were appointed.

RETURN OF BISHOP WHITTINGHAM.—Among the arrivals from Europe by the Pacific, we notice the Rt. Rev. Bishop Whittingham, Protestant Episcopal Bishop of the diocese of Maryland.

GRAHAM'S MAGAZINE for September has reached us from the publishers. The contents of this number will compare favorably with those of any other similar publication. The article on Turkey is quite opportune, the illustrations excellent.

DEATH OF PROFESSOR P. BACHE.—Professor P. Bache, of Harvard College, died at Boston on Monday.

The citizens of Augusta, Georgia, have authorized the council to make a donation of \$1,000 in aid of the New Orleans sufferers.

The Buffalo Republic announces the withdrawal of Mr. S. Albro from its editorial management.

A NEW YORKER has brought forth a new invention in the form of a life and fire-bucket for steamers, which may be of utility. It is rather larger than an ordinary water-bucket, it holds no more water, the bottom and sides being filled with cork, enough to support two persons each in the sea. It is intended to take the place of the common buckets kept standing with water on the decks of steamers, and in case of need, to serve as a life-preserver.

The Railway Times says the annual deterioration of American locomotive engines is from ten to twelve per cent. on their first cost, while five cents per mile are required for repairs; so that engines injure themselves at the rate of ten dollars per day when in full use.

Items of Foreign News.

We see by the English papers received by the Arabia that Lord Brougham has come in for a handsome bequest of nearly £30,000, made by the late Mary Flaherty, a Hammermith spinster. The bequest was made "out of respect and admiration for his unequalled abilities, public conduct, and principles."

In Liverpool, a day before the sailing of the last steamer, a man named John Nuttall killed himself in attempting for a wager to drink a gallon of ale in ten minutes.

Wilmer & Smith's Liverpool Times contains an elaborate article upon the frightful increase in England of the horrid crime of infanticide, and strongly urges the establishment of foundling hospitals as a means of preventing its so frequent recurrence. Death and transportation, it says, have in no way checked the universality of the murders of children of shame.

A strange affair occurred the other day in the Quartier du Pilon, Anger, France. A woman, whose mind had become affected by violent sorrow, fastened herself in her chamber and stripped off nearly all her clothing. She then went to the window, and in the presence of the passers-by stabbed herself in the breast, and put out her eyes with her scissors. It was with great difficulty that some persons who broke into her room secured her and conveyed her to the hospital.

An "Umbrella Association" has commenced operations in London for the purpose of hiring out umbrellas and parasols in wet and sultry weather; the borrower to lodge a shilling for the safe return of the article, and pay a penny an hour for the loan. The company had already laid in a stock of twenty-five thousand umbrellas and parasols, and contemplated establishing several district depots in London.

The Queen's visit to Ireland was fixed for the 29th of August; she will be accompanied by his highness Prince Albert and their children.

The Epidemic at New Orleans.

We find the following incidents of the epidemic in the New Orleans papers of the 18th:

TAKING ADVANTAGE OF THE EPIDEMIC.—We were told last night of a druggist, selected by the Howard Association, who sent in a pretty round bill to the society, and the vouchers accompanying it were composed of the receipts filed away for the last eighteen months! If this is not taking advantage of the epidemic we don't know what is. (True Delta.)

DEATH OF A SISTER OF CHARITY.—We regret to be compelled to announce the death of another of those noble women, whose lives are devoted to the alleviation of the sick and care of the dying. Sister Octavia McFadden died this morning in the Charity Hospital, a victim to her exertions in the cause of suffering humanity. The deceased was a native of Baltimore, aged forty years, and came to the hospital in 1847.—Pineyune.

THE CLERGY.—Our clergy are not wanting in their duty to their flocks. Those who are well have notified where they can be found. A Protestant clergyman up town has been for some days very ill with the yellow fever, but is now, we believe, convalescent. The Rev. Mr. Aylward, of the church of St. Theresa, and the Rev. Mr. Moynihan, of St. Peter's, Catholic clergymen, are under its influence; and the Rev. J. E. Blin, of St. Augustine's, on the Bayou road, has died of the disease. The general opinion is, that the Catholic persuasion, and their pastors have a very trying time of it. The Rev. Mr. Whittall, of the Methodist church, we believe, has signified himself by his incessant devotion to the sick of the third district.—Pineyune, 18th.

The report received here a few days ago by telegraph, that the authorities had been compelled to burn the bodies of the dead, is entirely without foundation. It originated in a recommendation by one of the city papers that that course be adopted.

FANCY BALLS.—We are glad to see by the reports from various watering-places and other fashionable summer resorts, that there is a prospect that the miserable farces of "fancy balls" and the ridiculous putting on of costumes representing in most cases characters of questionable morality, is about to be stopped. The New York Herald, touching the close of the watering-place season, says:

"The signs of the times display a very pleasing and astonishing fact in watering-place annals. The close of the season is no more to be celebrated with the bal costume, which is very amusing in Europe, but is a great bore here; the characters are never well sustained, or well dressed. The women are always dressed for Robert Macaire, d'harvey, while their thin, lathered-up fellow essays bluff Harry the Eighth, or Napoleon; your Charles the Second thinks waltzing immoral because he can't do it, and your Cromwells get very blue on bad champagne, flirts with all the women, and the season is over. The women are equally gauche, the blondes always select characters which should be sustained by brunettes, and vice versa. For these, and many other reasons, we are glad that the fashion is changed. The Saratoga season is to be closed with a regular old-fashioned Sir Roger de Coverley, chorus jig, Virginia reel, or a variety dance, where every one can participate, and where fat old stock-brokers can reel the weak nerves of their affectionate heirs by the display of a degree of vigor which makes the demise so soon expected appear uncomfortably far off in the perspective."

THE POTATO ROT.—From almost every direction we hear complaints of this scourge of the farmer. Near Newburyport, Massachusetts, whole fields are lost. An exchange says:

"A farmer started with a load for Boston the other day, which he supposed to be good, and had not reached half the distance before he was convinced that they were worthless, and 'growing no better with fast' and he accordingly turned them into a pasture and went home. Some fields have been ploughed up without attempting to dig at all; and it is observed that in some instances the disease has spread to the squash vines, which are alike destroyed."

On Long Island the disease is very bad. Proportionally of the ground planted will never be dug. Some fields are partially and some entirely gone. Several farmers are ploughing up the ground without pretending to save any potatoes. Those in rich soil are the worst. The crop on the island must be a very light one.

In central New York we hear the same complaint. The late hot weather and showers will not help the matter any.

EMIGRATION.—During the spring quarter of the present year, 115,959 emigrants sailed from all the ports of the United Kingdom, of whom 76,646 left Liverpool, 10,819 London, 3,729 Glasgow and Greenock, and 16,933 the ports of Ireland—from which it appears that nearly two-thirds of the whole emigration passed through Liverpool. As regards the destination of the emigrants, more than two-thirds, or 78,245, came to the United States, while 20,107 went to British America, 17,152 to the Australian colonies, and 435 to other places. All the attractions of the Australian gold placers do not in any material degree affect the general tendency of migration to America. The Irish exodus continues unabated, the poorer classes being constantly on the go, and money passing from the United States to it. (Philadelphia Gazette.)

A STEAMSHIP OF FIVE THOUSAND TONS freight burden is in course of construction in London for the Eastern Steam Navigation Company. This monster ship will be 980 feet in length, 83 feet in breadth, 58 feet depth, with both screw and paddle engines, of an aggregate nominal horse-power of 2,600. She will have an iron hull, and her cabin-rooms for first-class passengers will number five hundred.

From Texas.

The New Orleans papers of the 18th contain the following news from Texas:

The authorities of Galveston have adopted quarantine regulations for all vessels arriving there from all ports of places beyond the limits of the State. The anchorage abreast of Muscadine island, and vessels are to remain there for not more than twenty days. A board of health has also been appointed.

The steamship Mexico, which arrived at Galveston on the 8th instant from New Orleans, was detained at the quarantine ground, and none of the passengers were permitted to go on shore for twenty-four hours after her arrival; the mail was also detained, and no letters or papers were permitted to be sent to Houston.

The Galveston News gives the following table of the election for Governor, Lieutenant Governor and Congress, premising that the returns are not complete:

For Governor.

Pease.....4,983 Chambers.....739

Oehlthre.....3,037 Evans.....144

Wood.....3,007 Dauncy.....131

For Lieutenant Governor.

Dickson.....4,042 Robertson.....1,678

Kirby.....4,779 Henry.....521

For Congress.

Bell.....3,417 Caruthers.....1,053

Lewis.....1,359 Blake.....283

Scurry.....1,351

We are far from assuming that the candidates will stand in the same relation to each other when the total vote shall have been received; on the contrary, it is highly probable that their position may, in some cases, be reversed; though our opinion is, that the leading candidates, as here shown, will continue foremost to the end of the race. Should this be so, it will follow that Pease, Dickson, and Bell are elected.

The report from San Antonio of General Lamar's death is believed to be incorrect. His relations in Galveston have no news of such an event, and his residence is only a day's journey from them.

The Galveston News says:

"The fall crop will now soon be coming to our market, and as our planters are probably looking with some anxiety to what may be their facilities for shipment, we will enumerate the boats that are expected to run on the Trinity and Brazos rivers."

The Indiana Bulletin denies the existence of yellow fever at that place.

Lieutenant Stevens, with twenty or twenty-five men, has left Indianapolis, to commence operations on the Colorado raft.

From the returns it appears that the bill appropriating \$25,000 for clearing out the Texas rivers has been rejected.

The Galveston News says:

"Colonel Clute commenced putting down the telegraph posts in this city on Monday last, beginning at the post office, in the second story of which he has his office. The point by this time are all put down as far as the crossing of the bay at Deer Island. The crossing is effected by enclosing the wire in gutta percha and placing it under water. The line, we understand, is completed from Houston to Virginia Point, and the whole line from this city to Houston will now soon be in operation. We observe that this line in the eastern part of the State is proving as fast, as circumstances will permit. The weather has been very unfavorable for some days past and has occasioned some unavoidable delay."

"The reports from the Brazos Canal are of the most encouraging character. The superintendent entertains no doubt that the canal will be completed by February next, and that the navigation will be opened. Our planters are now generally engaged in picking, and all accounts encourage the hope of a very fine crop, at least one-third larger than that of last year."

Four bales of new cotton in all have been sold at Galveston for twelve cents per pound. They cleared as good money.

The Indiana Bulletin says:

"We felt alarmed some two weeks ago at vague rumors of the appearance of the cotton worm, but rejoice to learn that they have entirely disappeared, and that throughout the twelve or fifteen cotton counties of the West the cotton crop is very promising. We therefore anticipate a much larger crop than ever before made."

"The wheat crops of Central and Northern Texas are said to be excellent."

"Prairie hay has become an article of general use in Indiana, and is found to be very good and much cheaper than northern hay."

The Houston Telegraph says:

"On Kose, the engineer of the Houston and Austin or Galveston and Red River Railroad, has recently surveyed another line from the Cypress to Cockran's Shoals, on the Brazos, a few miles below Hill's Ferry. The distance by this route to the Brazos is only four miles less than the route to Warren. The company will probably survey another route to be surveyed to a point on the Brazos, above Warren, and near Rock Island Ferry. They have not yet determined what point they will select to cross the river, or whether they will cross it at all. There are about twenty hands still at work on the road, and they will probably increase the number to one or two hundred in autumn. The section between Houston and the Cypress will probably be graded in the course of the winter. The cross-ties for this section will probably be furnished in a few months."

We learn from General Orville Clark, who arrived here on Saturday evening from Nacogdoches, that General Rusk and Colonel Johnson, with a company of about thirty persons, intend to start in a day or two for El Paso, to examine the route for the Pacific railroad. Dr. Salisbury, the geologist appointed by the Pacific Railroad Company, and several other scientific gentlemen, will be in the company. They expect to return to Austin in two months. General Clark is highly pleased with the portions of Texas that he has visited. He travelled through a section of country about four hundred and fifty miles long, near the 32d degree of north latitude, and says the country seems as if it had been formed by nature for a railroad. There is not a single range of mountains, nor even a continuous range of hills, from Nacogdoches to the Colorado, that presents any obstacle to the construction of a railroad."

A MAGNIFICENT SCHEME.—We learn that a distinguished gentleman of this State, who recently visited Europe, has succeeded in organizing a company, with a capital of ten millions sterling, for the purpose of establishing a more direct route of transportation thence between New York, San Francisco and China. The object of the company is to construct a railroad direct from Savannah to Pensacola, Mobile and New Orleans, and another road from the Gulf to the Pacific. The route from the Atlantic to the Gulf and Pacific, are to be made with first-class steamers—the time between San Francisco and New York to be reduced to from fifteen to eighteen days.

We give the rumor as we received it, without pretending to be minute in the details. We have no reason to doubt either the organization of the company, or the practicability of the scheme. It is indeed a magnificent project, and will accomplish at one-half the cost all that is contemplated by the great overland route. If carried into execution, it will make Savannah the queen city of the South, and place her at once upon the great thoroughfare between China and Liverpool. It will also secure to the State a large and permanent source of revenue, and it is to be carried into execution, because it is demanded by the commerce of the world. (Savannah Courier, 21st.)

ANOTHER RAILROAD UNDER CONTRACT.—The Board of Directors of the Indiana and Illinois Central Railroad concluded a contract on the 10th instant for the construction and equipment of the entire line from Indianapolis to Decatur, with Messrs. M. C. Story & Co., of New York. The contractors furnish seventy per cent. of the entire amount necessary to construct and equip the road, only requiring the company to raise thirty per cent. Twenty-two thousand dollars per mile includes every thing except blasting, and the work is to be completed by the 1st of December, 1855. Before the work can be commenced, however, about \$300,000 of additional stock must be raised.

ALLEGEDLY, LONDON, AND HANOVERIAN RAILROAD.—A meeting of the President and Board of Directors of the Hanoverian, London and Hampshire Company was held in London on the 9th instant. The statements to the board by the chief engineer, with reference to the general prospects of the improvement, were of the most flattering character. As far as the surveys have extended, which are being prosecuted with all possible vigilance, the grades are of the most favorable kind, being far better than was anticipated. The Blue Ridge, which is the most formidable obstacle to the improvement, can be passed at Key's Gap with a grade a fraction over fifty-two feet to the mile. With the large force in the field expected to have the full reports of the engineers to the coal fields by the first of the coming winter.

The friends of the two principal roads advocated in London will be gratified, we learn, by having both routes properly surveyed and their advantages duly reported by the engineer to the company. No cause will be given for censure, or reason for the change of locality. The main object is to reach the inexhaustible coal fields of Virginia by the most direct and practicable route; that attained, the intermediate sections of the country, of reasonable contiguity to the improvement, will richly share its advantages. Concession, union and harmony should control the action of its friends, wherever may be its location.—Leedsburg Washingtonian.

CHARTER SECURED.—The Hamburg Republican of the 17th instant says: "Knowing the deep interest felt by many of our readers in the Savannah River Valley Railroad, we take great pleasure in announcing that a sufficient amount of stock has been subscribed to secure the charter. The company will be organized early in October, and operations speedily commenced. Although we have the most flattering prospects from all quarters, and the 'building of the road rendered reasonably certain,' we shall invoke continued energy in procuring subscriptions to stock." (Savannah News.)

MARRIAGE OF THE CROWN PRINCE OF BELGIUM.—A despatch from Vienna, August 10th, says:

"The ceremony of the marriage, by procuration, of Marie Henriette Anne, Archduchess of Austria, with the Duke of Brabant, took place this evening, at six o'clock, in the Chapel of the Chateau of Schonbrunn. Monsignor Rauscher, Archbishop of Vienna, officiated. After the ceremony there was a gala reception in the grand gallery. All the members of the corps diplomatique and all the court came to present their felicitations to her imperial highness."

The Vicksburg Whig of the 13th instant has the following paragraph:

"We learn that the Memphis, which passed yesterday, had several cases of yellow fever on board, and was not permitted to land, and applying to the board, the pilot about dying, and four or five others on board sick."

BRUTAL TREATMENT OF A FEMALE.—A FRENCH IN HUMAN SHAPE.—A friend from Marshall informs us of a most brutal outrage which occurred at Port Cahoon, last week. The wife of a man named Brown, and her sister, living together in the same house, had some slight misunderstanding at the supper table, when Mr. Brown interfered in behalf of his wife; his sister-in-law resorted, and Brown deliberately rose from the table and slapped her face. She then threw the contents of her coffee cup at him. Brown with great coolness proceeded to apply to the wife with all the vigor in his power, mangled the defenceless female in the most shocking manner. In her agony she fled to Mrs. Hagarty's residence, which humane lady took the lacerated female under her roof and administered to her sufferings.

The fiend Brown was arrested, and taken before Judge Morris, and was bound only in the sum of \$600 to stand his trial at court. (Shreveport (La.) Democrat.)

A SPAN OF HORSES MELTED.—Mr. Warren Tanner, one of our lively stable keepers, lost a span of four horses, valued by him at \$350, last Sunday. He lost them to Mr. Massey, barber of our village, to go to Bridgeport on a visit. Massey was cautioned to go no further than Middletown on that day, the weather being so excessively hot; but, as he says, when he got there, the horses appeared to be in such excellent condition, he was tempted to go on to Bridgeport, where he stopped. The horses had not been in the stable more than fifteen minutes when they both dropped dead from melting.—Williamstown Medium.

MELANCHOLY BEREAVEMENT.—Two Children Drowned.—On Saturday last two little girls